

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About THURSDAY, 6th May.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. F. Gathmann	FRIDAY, 21st May, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 5th May, 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIAN	Broc	10th May, P.M.
MARSHILLES, VIA PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	X	24th May, P.M.
MARSHILLES, VIA PORTS	OCRAIRN	Sallier	25th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 27th April, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamonee.

For further particulars, please apply to the COMPANY'S OFFICE at Shamonee, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-

ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Siever	MANILA	About 30th April, 1909.
S.S. "MANDAL"	1,917	Ericksen	Do.	

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 12th April, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

To Let.

TO LET.

ROOMS suitable for Offices in No. 10, 106 HOUSE STREET, in rear of David Sassoon & Co's premises.

"FAIR VIEW" No. 1 Robinson Road, containing Six Rooms and Several Small Rooms and Large Outhouse.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 30th April, 1909.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,

Price's Buildings.

Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

GODOWN No. 5A, DUBBEL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFFON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDING, and No. 15B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.

Queen's Road Central.

Hongkong, 24th February, 1909.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

31, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th June, 1904.

JUST LAND'D:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

XXX Very Old Fine Per Bot.

V.O.C.B. Guaranteed 20 Years \$2.50

Old 5.50

ALSO—

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE.

Sole Agent.

Hongkong, 30th April, 1909.

40

O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 20th September, 1908.

127

Benger's Food is

mixed with fresh

new milk when

used, is dainty

and delicious,

highly nutritive,

and most easily

digested. Infants

thrive on it, and

delicate or aged

persons enjoy it.

Benger's Food is sold in tins, by all

Chemists, etc., everywhere.

BENGER'S

FOOD

ENGLAND'S DEFERENCE
TO OPIUM.

THE RECENT INTERNATIONAL CONFERENCE.

England, with a disinclination to part with an industry that nets the Government of India some \$20,000,000 annually, and employs over a million and a half cultivators, appears to have overbalanced the combined influences of Japan, Siam, Persia, Russia, Germany, France, Holland, Portugal, Turkey, and the United States in the recent international opium conference at Shanghai. The conference is thus looked upon by the American press as an almost total failure. The conference was proposed by the United States, and its object was to arrive at "definite suggestions of measures which the respective governments might adopt looking to the gradual suppression of opium cultivation, traffic and use within their Eastern possessions, thus assisting China in her purpose of eradicating the evil in the Empire."

That little was accomplished outside of the endorsement of beneficent resolutions is looked upon by the New York Post as "a sad disappointment," and the Hartford Courant believes that the report of the British Commission "that the practice of smoking opium when indulged in with moderation is 'relatively harmless' is bound to make a stir if not a stench in the world." "The one thing that prevents a general movement that might be effective is the Indian trade and its relation to Indian revenues," says the Chicago Record-Herald. The New York World discusses thus the new world-wide movement against opium:

"For years the United States has been pestered by opium-smuggling on the northern frontier. The annexation of the Philippines brought many users of the drug under our control and endangered the American soldiery sent there, some of whom became addicted to it. In 1905, upon the report of a commission, a three-year period which has now expired was set to opium importation there. The Shanghai conference was called in September, 1907. On the day it met, the House passed a bill prohibiting the importation of opium into this country, which the Senate also passed.

"The civilized world is now moving against opium. France is moved to energetic action by the fact that naval officers acquire the vice in Tonkin. Japan is suppressing it in Formosa by registering incurables, to whom the drug is permitted, but refusing it to the young.

"China, the great centre of the opium habit, is bestirring itself. A revolt against opium was one of the first effects of revival of national pride; in 1906 the late Emperor decreed a 'tapering-off' policy, to last ten years. Officially above sixty years of age whose cravings are great, were to be treated leniently, but the younger ones must reduce their consumption gradually. Opium-dealers were to close in six months—and they are being closed—and importation was to stop in 1916.

"The great obstacle to opium reform has been England, which established the opium monopoly in India in 1793, forced the trade on China in a disgraceful war in 1840, and confirmed it by treaty in 1895. So late as 1895 a Parliamentary commission found that opium was not so bad—and that anyhow India needed the money! But the national conscience has grown sensitive. Sir Edward Gray, on November 27, 1907, pledged the Government to the support of any reform action China might take. Britain's consent to the conference was grudging, but she did consent."—Literary Digest.

HOW TO TRAP A FLEA.

That the flea is elusive is proverbial, but that the Bureau of Entomology of the Department of Agriculture in Washington has hit upon a plan to circumvent the irritating little insect is not generally known. According to Van Norden the Government has discovered a method by which any housekeeper may rid herself of a visitation within a very short time.

Fill a glass three-fourths with water, on top of which pour about an inch of olive oil, then place a night float (a little wick inserted in a cardboard disc or in a cork disc) in the centre of the oil. Place the tumbler in the centre of a soap plate filled with strong soap-suds. The wick should be lighted at night on retiring or may be used in any dark room. As the soap plate suspends trap it placed on the floor of the room it does not interfere with the sleeper, and the fleas which are on the floor are attracted to the light. For outbuildings, such as barns, etc., a large milk pan may be used, and instead of using olive oil and a glass, a stable lantern may be placed in the centre of the pan, while instead of soap suds a can of kerosene may be put on the water in the milk pan.

This method, it is said, will rid a house of the pests in a few nights.

Intimations.

INSURANCE MAN, seeks Engagement. 18 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR,"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs, net \$5.50 per Cask ex Factory.

In Bags of 90 lbs, net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 15th August, 1908.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light-houses.

F. G. TROTT,
Director.

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

Special Show

MUSLIN BLOUSES

AND

Ready Made

WASHING DRESSES

Ladies' and Children's BATHING COSTUMES

POWELL'S ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Hongkong, 28th April, 1909.

Entertainment.

UNDER the Patronage of His Excellency the Governor, Sir F. LUGARD, K.C.M.G., C.B., D.S.O. A GRAND GARDEN FETE.

In aid of the Funds of the SOLDIERS' & SAILORS' HOME & SEAMEN'S INSTITUTE, will be held in the BOTANIC GARDENS, TO-MORROW (WEDNESDAY), the 5th May.

Auction.

PUBLIC AUCTION.
The Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 8th May, 1909, at 5.30 P.M., at Kennedy's Causeway Bay Repository,
The following well-known Race and Polo Ponies:
"MAVOURNEEN"
"KILLALOG"
"SHAUNABOO,"
AND "MINNOW"
Brown China Pony, Sub. Griffin of this Season.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd May, 1909. [385]

For Sale.

FOR SALE.
BEST AMERICAN SUGAR CORN SEEDS
IN PACKETS,
at
10 Cents each.
Apply to—
GRACA & CO.,
No. 27, Des Vaux Road.
Hongkong, 20th April, 1909. [359]

FOR SALE.

"ADLER" TYPEWRITERS.

THE PERFECT VISIBLE.

The latest 1900 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

Far superior than Remington, Oliver, Underwood and much cheaper.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Reout out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central, Hongkong. [348]



DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/s. each. Illustrated catalogue of latest models. Shot Guns, Combination Guns, Sporting Rifles, etc., post free. D. JAMES & REYNOLDS, George Street, Manchester, Lancs, E.N. England. [354]

THE SHANGHAI MUNICIPAL POLICE.

Though the Annual Inspection of the Municipal Police Force, which took place yesterday, does not, as in the case of the Volunteers, form the culminating point of the year's training, it provides a fitting occasion at which to look back upon the work of the force for the past twelve months. In the case of a Volunteer force, maintained primarily for the defence of the Settlement, the annual inspection is a real test of the discipline and efficiency of the men, but with the Police the case is different. An idea is prevalent in some quarters that the Police are first and foremost a military force, but nothing could be more at variance with the real facts. It is true that in times of emergency the Foreign, and particularly the Indian, branch would form an important factor in the defence of the Settlement. But, as it should be, the aim of every constable is to prevent a crime, rather than to apprehend the offender after commission, so it must be regarded as more or less of a reflection on the administration of the police force if a prearranged disturbance is allowed to reach maturity. The community looks to the Detective branch to keep its close touch with any movement that may contain the germ of a possible riot, and to the administration to take measures to keep the disaffected elements under control; and happily there can be no shadow of suggestion that the community looks in vain. But notwithstanding drills and proficiency in arms the Shanghai policeman is essentially a policeman, and not a soldier.

Yet while this may be said without reserve, it must not be inferred that because the police are only called upon to undertake military duties in emergencies there is no necessity for strict discipline. The police force now numbers nearly 1,800 men; and, paradoxical though it may seem, strict discipline is necessary to enable the individual members of the police to work independently, and to act upon their own initiative, in the performance of their every-day duties. It is gratifying, therefore, to be able to record a marked improvement in the discipline of all ranks during the year. With a few exceptions, the foreign force has set a worthy example to the other branches. In no branch has there been greater improvement than in that of the Sikhs. This may be attributed to two causes: the opening of the Gurdwara, and the appointment of an experienced officer to supervise the Indian force. The Gurdwara has done for the morals of the men what regular drill has done for their physical welfare. No race may deteriorate more rapidly when removed from its national influences and religious observances than the Sikhs, and as the Gurdwara provides machinery for dealing with the temporal as well as the spiritual welfare of the Sikh community, it is bound to be of great assistance in keeping the Sikhs up to the standard that is associated with their name. Shanghai is naturally proud of its Sikh police, and it is, therefore, a matter for satisfaction that since the last annual inspection their drill has undergone great improvement; the exhibition that they gave yesterday on the parade ground would have done credit to any police force in the world. Before leaving the subject of the Sikh branch we may be pardoned for drawing attention once more to the regrettable fact that so many Indian watchmen are engaged by independent employers without registration under the Police. The advantage, to all who employ Indian watchmen, of having them kept under some central control is surely too plain to require demonstration. In turning to the Chinese branch, it is satisfactory to record that the policy of weeding out undesirable, or recruiting a superior class of native and of subjecting recruits to four or five months' instruction and drill before they are actually employed in police work has considerably improved the efficiency of the native force. When all the older members of the Chinese police who now remain have undergone a similar course of training our native police should be the model for police forces throughout the whole Chinese Empire.

The conditions peculiar to Shanghai, with its congested and growing population, its many nationalities, and the complications of Consular and Mixed Court procedure add yearly to the difficulties of the Shanghai Police Force. What was said of the London constable, by the writer of a series of articles in the Metropolitan Police that appeared recently in *The Times*, is equally true here: "The truth is that most people have no real knowledge of a policeman's life. They do not know what he has to learn to enable him to do his day's work, or of what that work really consists; nor why on one occasion he cautions a man who has broken the peace, and on another takes him into custody." In no place in the world are tact, patience and real more necessary than in Shanghai, and yet it is pleasing to know that here it cannot be said that "the policeman's lot is not a happy one." The Council and its officers do all in their power to make life pleasant for members of the force, and few of the ratepayers would grudge any expenditure on the police that was calculated to ensure real efficiency in the force. It would be a grave oversight to close an article on the police force without some reference to the work done by the Mixed Court staff. By their untiring labour they have brought numerous irregularities to light, they have succeeded in convicting not a few runners of extortion, and, mainly owing to their efforts, it is now almost impossible for the native authorities to commit any act of oppression without its being brought to the attention of the Consular Body and the Council. But, perhaps, still remain in office, and until they are drawn from a better class, and are paid a reasonable salary, the need for constant vigilance towards their delinquencies cannot be allowed to suffer relaxation.—N. C. D. News.

THE S.S. "DJAMBI."

AN ATTEMPTED SALE.

The *Shipping News* of 28th ult. says:—Yesterday afternoon at Messrs. Powell and Company's sale room the Dutch steamer *Djambi*, now lying at the east end of Tanjong Pagar, was offered at auction. This is the vessel, it will be remembered, which was run into and cut in half by the French mail steamer at the wharf some time ago. The ship was described by the auctioneers as being of 321 gross, two years old, with excellent machinery, boilers and fittings. She had cost \$75,000 new and the sale included besides the ship a large quantity of her deck fittings, etc., which had been removed and are now in the custody of Tanjong Pagar. There was also included any cargo which might be in her, there being possibly some cases of tin plates still in the ship. Nothing of this was, however, guaranteed. The conditions included removal of the vessel within thirty days, but it was permitted to take her to a certain spot fifty feet from the wharves. Regulations as regards the safety of shipping, etc., were also imposed. There was a fair attendance in the auction room, but there was no eagerness to start the bidding. An offer of two hundred dollars met with no opposition for a long time, when three hundred was offered. Ample time for consideration was allowed but buyers were not out for cheap speculations, and eventually the ship was bought in at this price; no sale therefore resulting.

THE NANYANG EXHIBITION.

PLANNING OF PREPARATIONS.

With regard to the above exhibition, promoted by the Viceroy at Nanking, and to be held next year, the Viceroy is taking every pains in the planning of preparations in order to make the exhibition a success. He has given orders that Local Product Bazaars should be formed at all prefectures in the southern provinces, together with bureaux of exports at all provincial capitals and chief ports. He points out that as the exhibition will be signalled by the word Nanyang, all the southern ports should render assistance and co-operate to ensure success. Shanghai, as a leading port, should take a lead in her efforts. While eulogising the good work of the Commercial Bazaar now established in Foochow Road and of the Chinese Arts Exhibition, the Viceroy orders an Exhibition of Exports to be held at Shanghai, and has appointed Mr. Li Chung-chio, of the local gentry, as Director of the exhibition. The Taotai has been ordered to render his assistance and to meet the necessary expenses to carry out the project.—N. C. D. News.

Intimations.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to 10, DES-VAUX ROAD, CENTRAL (late occupied by Madame Jay).
Hongkong, 27th April, 1909. [376]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.
Hongkong, 27th February, 1909. [219]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1908. [18]

D. NOMA,
PROFESSIONAL TATTOOER,
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL.

DATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 5,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not obtained by any other, as their composition is fully known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible danger, I use fresh materials daily.

The copying of Portraits with distinct maintenance is a specialty.
Hongkong, 1st September, 1908. [16]

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumptions Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S BAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
F & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1909. [18]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship, "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 5th inst., will be loaded at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 3rd May, 1909. [389]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,**
Agents.

Hongkong, 3rd May, 1909. [199]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Victoria*.
From Calcutta, ex S.S. *Syria*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 29th April, 1909. [4]

FROM EUROPE.

THE H. A. L. Steamship "SCANDIA," Captain von Döhrn, having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading and consignee's signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TONDAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th April, 1909. [585]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,**
Agents.
Hongkong, 30th April, 1909. [584]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 A.M.

All Claims must reach us before the 14th of May, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 1st May 1909. [18]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Gait and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses and all kinds of Embroidery Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old RAGS, to be made into Books for the Children of the Poor Schools who are taught by the Sisters.
Hongkong, 1st April, 1909. [19]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

HONGKONG AND CANTON. EXTRADITION OF FUGITIVE CRIMINALS.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.

The Waiwupu is negotiating with the British Minister for a modification of the law relating to the extradition of fugitive criminals between Canton and Hongkong.

CANTON AND MACAO.

A telegram has been despatched to H.E. Chang Jen-chun, Viceroy of Canton, to avail himself of the opportunity of the revision of the British-Chinese understanding, to enter into an arrangement with the Portuguese Government on the same subject.

MACAO BOUNDARY QUESTION.

CHINA TO REMAIN FIRM.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.

H.E. Liang Tun-yen, president of the Waiwupu, has telegraphed to H.E. Ko Yu-him, special delimitation commissioner, instructing him that, in conducting the negotiations for the delimitation of the boundaries of Macao, he is not to yield in any way under pressure of the Portuguese Commissioner.

THE AMUR RIVER.

DREDGING FOR GOLD.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.

The Russians have persisted in dredging for gold in the Amur River, in spite of remonstrances.

The Governor of the Province has telegraphed to the Waiwupu to take up the matter.

PRINCE FUSHIMI.

TO VISIT MANCHURIA.

[By courtesy of the "Sheung Po"]

Peking, 3rd May.

Prince Fushimi, who saw active service during the Russo-Japanese War, will leave on the 7th inst. via Fengtien in order that he may have an opportunity of revisiting the scene of the war.

BURMESE BABIES.

EXTRAORDINARY MORTALITY.

The annual exhibition of Burmese and Karen babies held in connection with the Infantine Mortality Society, took place recently, in the Jubilee Hall, Rangoon, under the patronage of the Lieutenant Governor of Burma, and in the presence of a dense gathering of Europeans and Burmese. The following statistics, as furnished by Dr. Pedley, should prove of interest: During the year 1908 there died in Burma 54,012 babies under one year old. This, it is said, happens every year. In Rangoon, during 1907 and 1908, 4,209 Burmese babies were born, and 1,270 died under one year; 491 died during the first month and 704 during the first three months of their lives. So in Rangoon, of every 1,000 Burmese babies born 300 died during the first year. In England the mortality is 145 per 1,000 while in other countries in Europe it is higher.

This society was formed to save the lives of the little children, the members believing that thousands of little children died, not because their mothers were lacking in natural affection, but because they did not know how to rear

show nearly 2,000 babies were displayed for not being up to the standard, and this reduced the number to 200. The most remarkable case was a seven-months-old boy, who weighed 24 lb. and was awarded the first prize (£24 6s 8d), in his class.

SHIPPING AND MAILS.

MAILS DUE.

German (Prins Blud Friedrich) 5th inst. (Suez) 8th inst.
 Italian (Lafayette) 12th inst.
 Canadian (Empress of India) 14th inst.
 The C. P. R. Co's s.s. Empress of Japan arrived at Vancouver on 1st inst., at 4.30 p.m.
 The N. Y. K. s.s. Tokoro Maru, Bombay (left) for this port on 2nd inst., and is expected here on 8th inst.
 The Imperial German Mail s.s. Prinz Luise, which left here on 7th inst., at noon, arrived at Genoa yesterday, at 1 p.m.
 The N. Y. K. s.s. Yokohama Maru, Bombay (left) for this port on 3rd inst., and is expected here on 9th inst.

A "HIPWRECKED" JUNK.

REPORT BY CHINA MERCHANTS' STEAMER. The steamer Kwang Tai, belonging to the China Merchants' S. N. Company, Captain W. B. Lunt, which arrived in port this morning from Shanghai, reports having passed a wrecked junk with the mast thirty feet above water in Lat. 31-11 N. Long. 121-54 E. N. 87 W. 1/2 of a mile from Fairy wreck buoy. Klutah Light vessel N. 50 W. 4 miles. The Kwang Tai experienced light to fresh winds from S.E. to South, and cloudy skies with long E.S.E. swell to Turnabout. Thence light winds and hazy weather with rain and fog to Chilaog Point. Thence fine and clear with smooth sea to port.

CANTON DAY BY DAY.

NEWLY-DISCOVERED ISLANDS TO BE DEVELOPED.

[From Our Own Correspondent.]

Canton, 3rd May.

It is not until recently, when the Pratas Islands are alleged to have been occupied by the Japanese, that the Chinese officials have been contemplating the protection and ownership of other islands situated off the coast of China. A short time ago, the Viceroy deputed Commodore Wong Yan Tung to proceed to the Sai Sha Islands, which are situated in the Ling Shui district, Ngai Chow, in the vicinity of the proposed naval base of Yu Lin, with a view to ascertaining the nature of the place. The Commodore returned with a photograph of the group and reported to the Viceroy that Sai Sha consists of fifteen small islands, having a position suitable for a commercial port. The place is said to be rich in products of various descriptions. H.E. the Viceroy is now of the opinion to develop the group, and has therefore given instructions to Taotai Wong Ping Yun and Taotai Li Chi Sun to make an inspection of these islands and take measures to develop them in order that the territory may not be left desolate and lost to foreign hands.

THE CRUSADE AGAINST OPIUM.

The Nambai Magistrate has been informed that some opium dens are still open at Kow Kong. A weiyuan was at once sent to the place to seal up the premises without previous warning.

BRITISH ADMIRAL IN CANTON.

Among the passengers who arrived here on the morning of the 1st instant by the steamer Kintan was Admiral Hewitt from Hongkong.

ANNUAL CRIMINAL SESSIONS.

The Annual Criminal Sessions will be held on the 18th day of this month, when H.E. Chang Jen-chun will personally preside at the Court to try a number of prisoners.

OFFICIAL ANEMITIES.

P. E. Viceroy Chang received the Japanese Consul at Canton this morning at 10 a.m.

BRIGAND CAMPAIGN.

HUMANITARIAN WARFARE IN UPPER TONKIN.

DISASTROUS RESULTS APPARENT.

The campaign against the brigands in Upper Tonkin does not proceed as smoothly as had been expected, and an agitation has begun urging the extermination of the outlaws before summer sets in, when the mountain country becomes unhealthy for the troops in the field. The brigand chiefs are quite at home in the hills, and are past-masters in mountain warfare. Unhappily, the military commanders have their hands tied for humanitarian and political reasons. Sharp and ruthless measures against the brigands would arouse an outcry in France, and it was held not to be expedient to waste the lives of regular troops against such an ignoble enemy. So it was decided to hold the country over-run with the regulars, and to attack the enemy with native levies, the idea being to cover the outlaws and starve them out. These tactics have had only partial success. Lack of supplies has driven some of the outlaws to surrender, but the main body holds out stubbornly.

NO GAIN FROM HALF-MEASURES.

It is pointed out that the loss of life in dealing a succession of quick and crushing blows on the outlaws at the outset would be far less than the losses in small encounters spread over months, and from disease. Another serious point is the heavy outlay from prolonging the military operations. The brigands, secure in the mountains, sally out for forays in the thinly garrisoned country where they gather supplies from the villagers who, armed for the most part with sharpened stakes only, stand by a poor chance against the magazine rifles of the outlaws. Villages which side with the Government are ruthlessly destroyed by the brigands who also put to a cruel death every one whom they suspect of having given information to the troops. The people are so terrified that they are afraid to help the Government forces. Murder awaits them when the flying columns leave the neighbourhood upon the least suspicion on the part of the brigands. The brigands seek to gain sympathisers among the natives by spreading reports that the outlaws' chief—De-Tham—is a patriot seeking to deliver the country from foreign domination.

A WILY ENEMY.

De-Tham is a veteran outlaw who knows all the tricks of his calling and he has always managed to baffle his pursuers. Several times he has been summoned, but escape from the tolls was easy enough. The pursuers feel encouraged, for all that, by rumors that the chief is losing heart and may surrender. The old fox, however, knows what he is about, and that his crimes are beyond pardon. One amusing feature of the campaign is the readiness of the brigand leaders to parley with their pursuers to gain time, and the ease with which the latter are sometimes gulled. For instance, a band which mustered 120 riders, and had run short of supplies, opened negotiations for surrender with the commander of the pursuing column. The outlaws kept on the parley until they had procured themselves a fresh supply of food and ammunition. After that they turned right about and made off—*Strait Times*.

GREEN ISLAND CEMENT.

HUNDREDS OF THOUSANDS OF BARRELS FOR THE PHILIPPINES.

Rapid strides are being made by the Government in the islands in the way of modern improvements of a permanent character, remarks the Manila Times. Throughout all the provinces permanent improvements such as new municipal and provincial buildings, bridges, river walls and breakwaters, sewer and waterworks construction, and fortifications, and in all these concrete is being used, reinforced by steel which makes the buildings of the most modern construction.

It was early decided by the Government that so far as possible all public construction should be of concrete, which would stand the tests of both storms and earthquakes. Nor is the Government alone in this class of improvements. The Manila Railway Company is using concrete for its bridge construction and culverts throughout the island of Luzon, and the Philippine Railway Company is using concrete for its bridge work in the islands of Panay, Negros and Cebu. Commercial houses have also adopted concrete for their construction work and Manila has at the present time a number of such buildings, such as the Young Men's Christian Association, American Hardware Company's building, Lack and Davis building, Olsen building, the Church of the Capuchins now under process of erection in Calle Palacio, the new General Hospital, the Cathedral of St. Mary and St. John in Ermita and the telephone building, while the city of Manila is constructing its sidewalks of the same material.

Some idea may be gained as to the amount of cement that has been shipped into these islands when it is remembered that the sewer system construction of this city has consumed 70,000 barrels; 12,000 barrels were used in Manila's new reservoir; 9,000 barrels have been used on the dam at Montalban for the gravity water supply; 20,000 barrels are being used in the civil hospital, 4,000 barrels for the new medical school; 20,000 barrels in the fortification works at Corregidor, Grande Island, Carabao Island and Fraile Island; 20,000 barrels at Olongapo, for wharves, coal-gate station and other improvements; 8,000 barrels by the Philippine Railway Company in the southern islands for bridges and culverts, and 50,000 barrels are being used for similar purposes by the Manila Railway Company.

In addition to these, school houses and provincial buildings of concrete are being erected all over the islands and among other concrete improvements might be mentioned the new breakwater and river walls in Manila, the river walls at Iloilo, the new dock at Cebu, the Santa Cruz provincial building, the Rizal provincial building, the new English Club in Manila and the construction work in cement done by the Manila Electric Railroad and Light Company in Manila. It is estimated that about 1,000,000 barrels of cement have been used in these islands during the past few years for the construction of permanent improvements and that during the next few years tens of thousands of barrels more will be used for additional improvements.

The following contractors and builders use Green Island cement: Manila Construction Company; Matsuo, Lord and Beler; J. G. White and Company; Salvador, Fane; Machuca Go Tanco; Delmar Smith; O. F. Campbell; R. M. Lopez; Atlantic, Gulf and Pacific Company; Tam Sam; John Gordon and many others.

Of the vast amount of cement already used in this city and throughout the islands it is safe to estimate that three-fourths has been the famous Green Island cement, for which W. H. Anderson and Company of No. 25 Plaza Gohi are the agents.

JAPAN SUGAR REFINERY SCANDAL.

ACTION OF CHINA REVENUE BUREAU.

Another difficulty has opposed itself in the path of the Dai Nippon Sugar Refining Company. The Osaka Asahi says that after Mr. Sakawa was appointed president of the company the year before last, Baron Sakata, then Minister of Finance, agreed to delay the collection of excise on sugar payable by the company and accept the company's shares as security for the tax, as the result of a conference between him and Mr. Sakawa. This arrangement gave opportunity to the dishonest directors to bring about the present situation by their action. The amount of tax in arrears from the company totals about ¥4,000,000, of which sum ¥1,000,000 is due in Osaka, including tax up to the end of June next. Against this the Osaka Revenue Inspection Bureau holds a deposit-note for ¥1,000,000 issued by the company to the late directors and the shares of the Dai Nippon Sugar Refining Company, of Fortinos. On the advice of the Finance Department, the Osaka Revenue Bureau has decided to postpone the collection of money on the deposit-note until the company's affairs have been decided one way or another, but the market value of the shares has declined considerably, and it is doubtful in the present condition of the company whether it will be able to pay all the taxes in arrears. The Osaka Revenue Bureau has accordingly decided to get in part payment the amount of excise which is remitted on sugar exported abroad by the company. The amount seized in this way will total about ¥900,000. This is a heavy blow on the company, which has been using the same remitted for daily expenses. This source of supply has now been cut off. The company has appealed to the authorities for leniency in view, and its difficulties are now increased. *Japan Chronicle*.

RAUB AUSTRALIAN GOLD.

Following is the result of crushing operations at Raub for the four weeks ending 24th ult.:
 Bakti Koman: Stones crushed 2,607 tons; Gold obtained 935 ounces. Average per ton 359 dwts.
 Bakti Malacca: Stones crushed 2,204 tons; Gold obtained 801 ounces. Average per ton 361 dwts.

DECEASED CELEBRITIES OF JAPAN.

AGE AND CAUSE OF DEATH.

The *Shunyo-ne-Nihon* publishes an interesting table giving the age at death of many well-known Japanese statesmen, scholars, literary men, and others, during the present Meiji period, together with the diseases to which they succumbed. The *Japan Chronicle* reproduces the list as follows:—

Marquis Kido Koin, statesman, aged 44, liver trouble.
 Prince Iwakura Tomomi, statesman, 59, cancer of the stomach.
 Marquis Saigo Tsugumichi, Minister of State, 59, cancer of the stomach.
 Prince Sanjo Sanetomi, statesman, 55, influenza.
 Prince Shimadzu Hisamitsu, Lord of Satsuma, 74, brain trouble.
 Count Katsu Awa, a Tokugawa man who distinguished himself during the Restoration period, 77, congestion of the brain.
 Count Goto Shojiro, Minister of Communications, 60, heart failure.
 Count Matsuo Munemitsu, Minister of Foreign Affairs, 54, consumption.
 Shingawa Yajiro, 58, pneumonia.
 Iwasaki Yataro, head of the Mitsui Bishi firm, 52, cancer of the stomach.
 Nishimura Jiro, founder of the Doshisha University, Kyoto, 47, consumption.
 Tanaka Heihachi, successful silk merchant, 57, pneumonia.
 General Viscount Yamaji Motomaru, Commander of the Tokyo Army Division, 57, congestion of the brain.
 Fujiwara Mokichi, journalist, 41, consumption.
 Watanabe Koki, 54, inflammation of the kidneys.
 Nakaya Tokusuke, journalist and political reformer, 55, cancer of the stomach.
 Higuchi Ichiyo, lady novelist, 25, consumption.
 Baron Iwasaki Yanosuke, 58, facial gangrene.
 Ichikawa Danjuro, actor, 63, kidney complaint.
 Prince Konoze Atsumaro, President of House of Peers, 42.
 General Kodama Gentaro, Vice-Chief of Staff Board, 56, congestion of the brain.
 Nakagamiwa Hikojiro, banker and manager of Mitsui firm, 48, kidney complaint.
 Fukushima Yukichi, founder of the Keio University, 68, congestion of the brain.
 Obata Tokujiro, Principal of the Keio University, 64, cancer of the stomach.
 Umewaka Minoru, "No" actor, 82, pneumonia.
 Spehiro Teccho, journalist, 49, cancer of the tongue.
 Nakamura Keiu, Chinese scholar and founder of Doshin's school, 60, congestion of the brain.
 Furukawa Ichibei, owner of the Ashio copper mine, 72, cancer of the stomach.
 Takayama Rinjiro, literary man, 33, consumption.
 Imamura Seinosuke, banker, 54, cancer of the throat.
 Count Yamada Yoshiaki, Minister of Public Works, 49, congestion of the brain.
 Okubo Ichiro, 75, rheumatism.
 Kugumoto Masataka, Governor of Tokyo, 65, gall-stone.
 Konakamura Kiyonori, authority on Japanese classics, 74, suspected cholera.
 Miyoshi Tairo, President of Supreme Court, 64, inflammation of the spine.
 General Nodda Dokan, 66, cancer of the stomach.
 Tannashima Ryosen, literary man, 35, consumption.
 Ozaki Koyo, novelist, 37, cancer of the stomach.
 Fukuchi Gen-ichiro, journalist and playwright, 65, consumption.
 General Okazawa Sei, 58 erysipelas.
 Admiral Enomoto Buyo, Minister of the Navy, 73, inflammation of the kidney.
 Kawada Koichiro, President of Bank of Japan, 61, heart failure.
 Morito Seiroku, millionaire merchant, 61, stomach disease.
 Nemoto Michiaki, Chinese scholar, 83, kidney trouble.
 General Tachimi Naobumi, 61, cancer of an artery.
 Hoshimoto Gaho, artist, 71, pneumonia.
 Professor Toyama Sei-ichi, President Tokyo University, 53, inflammation of the brain tissue.
 Okumura Isoko, lady philanthropist, 63, consumption.
 Nishimura Shigeki, Court Councillor, 74, stomach disease.
 General Kawakami Soroku, Vice-Chief of Staff Board, 53, heart failure.
 Narahima Ryuhoku, journalist, 48, consumption.
 Kataoka Kenkichi, President House of Representatives, 67, stomach and intestinal trouble.
 Matsuka Shiki, poet, 35, lung complaint.
 Osoyaki Kikugoro, actor, 60, paralysis.
 Ito Katsuk, Chinese scholar, 99, senility.
 Mitsuaki Rinsoku, scientist, 54, tumour in the throat.
 Taguchi Uchiki, economist and historian, 51, inflammation of the kidney.
 Sanyuetsu Ezyu, story-teller, 58, congestion of the brain.
 Count Soyajima Taneomi, President Oriental Society, 78, congestion of the brain.
 Count Kuroda Kiyotaka, Chief Hokkaido Administration Board, 68, paralysis.
 Inouye Ki, 52, consumption.
 Sanyuetsu Encho, story-teller, 62, brain paralysis.
 Dividing the above according to professions, it will be found that the longest-lived are educationalists and scholars, whose average age at death was 67. The average age of actors was 61; that of statesmen and political men 59; soldiers 58; business men 57; while journalists and literary men came last with an average life of 54 years.

To-day's Advertisements.

NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH A SHOEING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

As much as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desiring of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,
 Manager,
 Kennedy's Stables.
 Hongkong, 4th May, 1909. [392]

Location—CAUSEWAY BAY.

To-night! To-night!!

GRAND SUCCESS OF FIRST CHANGE OF PROGRAMME.

THE HIPPODROME CIRCUS AND MENAGERIE.

INTRODUCING NEW SCENES, NEW FEATS, NEW ANIMALS, NEW FEACES.

SKILL, DARING & GORGEOUS.

Time and Prices as usual.

Box Plan at ROBINSON PIANO CO.

NEXT MATINEE:

TO-MORROW (WEDNESDAY), at 3.30 P.M.

N.B.—The Management of the Hippodrome Circus, according to usual custom throughout their tour of the East, beg to invite all members of all Orphanages in the Colony to their Matinees during their stay in Hongkong.

WEDNESDAYS and SATURDAYS, at 3.30 P.M.

Special Trains will be run before and after the Performance.

Doors open at 8 P.M. Overture 9 P.M.

A. JACKSON, Representative.

Hongkong, 4th May, 1909. [388]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON SATURDAY:

the 8th May, 1909, at 2.30 P.M., at their

Sales Rooms, No. 2, Des-Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—

FINE HAND-PAINTED JAPANESE VASES, PLATES, OLD JAPANESE CLOCKS, BUDDHAS, CARVED IVORY NETSUKES, MAKUDZU and ARITA VASES, PLACQUES, TEA SETS, IVORY FIGURES, CARVED BRASS VASES, BOWLS and TEMPLE LANTERNS, KIN-KOSAN SATSUMA VASES, PLATES, TORTOISE SHELL ORNAMENTS, FROG SKIN and SILK-EMBROIDERED HAND DRESSES, CARVED CHERRYWOOD DESKS, TABLES and CHAIRS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th May, 1909. [393]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN."

Captain J. G. O'Brien, will be despatched for the above Ports on FRIDAY, the 7th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 4th May, 1909. [391]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 9 11/16

Do. demand 1/10 1/2

Do. 4 months' sight 98

France—Bank T.T. 127 1/2

America—Bank T.T. 44

Germany—Bank T.T. 85

India T.T. 30

Do. demand 1/10 1/2

Shanghai—Bank T.T. 74 1/2

Singapore—Bank T.T. per H.K. \$100 27 1/2

Japan—Bank T.T. 82 1/2

Bank of England rate 2 1/2

Sovereigns 10 9 1/2

Buying.

1 month's sight L/O. 1/10

3 months' sight L/O. 1/10 1/2

3 days' sight San Francisco & New York 44 1/2

4 months' sight do. 46

30 days' sight Sydney & Melbourne 3 1/2 1/2

4 months' sight France 2 3/4

6 months' sight do. 2 3/4

4 months' sight Germany 129 1/2

Bar Silver 244 1/2

Bank of England rate 2 1/2

Sovereigns 10 9 1/2

RETURN of visitors to the City Hall Library and Museum for the week ending the 2nd May, 1909.

Library. Museum.

Non-Chinese 419 243

Chinese 235 341

Total 654 584

Intimation.

THE DAIRY FARM CO., LTD.

REDUCTIONS

IN BUTTER PRICES

FROM 1st MAY, 1909.

"Buttercup" Brand 65 cents per lb.

"Dairymaid" Brand 70 " "

"Daisy" Brand 75 " "

May be had in 2 lb. packets.

Hongkong, 3rd May, 1909. [380]

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 6th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the printed form for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office, or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [364]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:—

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By Order of the Board of Directors, C.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, MAY 8TH.	FRIDAY, JUNE 4TH.
"MONTEAGLE"	
TUESDAY, MAY 11TH.	
"EMPRESS OF INDIA"	"EMPRESS OF BRITAIN"
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN"	ALLAN LINER.
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 22 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments, Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.

For further information, Maps, Guide Books, Brief of Passage and Freight, apply to—
W. BRADY & CO., General Traffic Agents,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHUNSHANG	WEDNESDAY, 5th May, Noon.
SHANGHAI	CHUNSHANG	FRIDAY, 7th May, Noon.
SANDAKAN	MAUSANG	FRIDAY, 7th May, Noon.
MANILA	YUENSANG	FRIDAY, 7th May, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 14th May, 4 P.M.
KOBE	AMARA	SATURDAY, 15th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	WEDNESDAY, 19th May, Noon.
SINGAPORE, PENANG, & CALCUTTA	NAMSANG	FRIDAY, 21st May, 3 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutsang*, *Namsang* and *Yuensang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datu, Simporia, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 3rd May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
ILOILO	LUOWOW	5th May, Daylight.
SHANGHAI	CHUNSHANG	6th " 4 P.M.
SHANGHAI	CHUNSHANG	7th " 4 P.M.
TIEN-SIN	HUICHOW	9th " Daylight.
SHANGHAI	CHUNSHANG	9th " 4 P.M.
MANILA	YUENSANG	11th " 3 P.M.
SHANGHAI	CHUNSHANG	11th " 4 P.M.
MANILA, ZAMBOANGA and USUAL	YUENSANG	13th " 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	14th " "
SHANGHAI	CHUNSHANG	15th " Daylight.
MANILA	YUENSANG	18th " 3 P.M.

Reduced Saloon Fares, single and return; to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANGU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIEN-SIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowin*, *Linan*, *Chinhu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—single \$40, return \$70.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 4th May, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 8th May, at Noon.
RUBI	3540	R. W. Almond	"	SATURDAY, 15th May, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.
Hongkong, 10th May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross.	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 1st July, 1909, at Noon.
S.S. AMERICA MARU	5,000 "	" 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 4th May, 1909.

SHIRE LINE OF STEAMERS
LIMITED.

FOR SOUTHAMPTON, LONDON AND ANTWERP.

THE Steamship

"MOONMOUTHSHIRE"

Captain G. S. Warner, R.N.R., will be despatched as above on or about 8th May.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, 13th April, 1909.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESE",
Captain Broc, will be despatched for the above Ports on or about MONDAY, the 10th inst.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent.

Hongkong, 3rd May, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamship

"AMIRAL EXELMANS",
10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 14th April, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas. Common Polots in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.O., SEATTLE & TACOMA

MOJI, KOBE & ND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Swire	6,352	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Steamship passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 24th April, 1909.

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey 14.
Meals 1.25 each

The Company's Wharf is situated in front of the New Wharves Market, opposite the old Harbour Office.

TURN ON S.S. CO. LD.,
SHU ON S.S. CO. LD.,
No. 1, Queen's Road West.
Hongkong, 24th April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th April, 1909, etc. per 5 Mins.

BUTCHER MEAT.

Beefsteak & Primecut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shin

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chong

" Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mel

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau Chai

" Mutton Chop—Young Pal Kwat

" Leg—Young Pal

" Shoulder—Young Shau

" Pig's Chittling—Chi chong

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pal Kwat

" Corned—Ham Chu Yuk

" Leg—Chi Pal

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Young Tau

" Kidney—Young Sum

" Heart—Young Sum

" Kidneys—Young Yiu

" Liver—Young Con

" Sucking Pig, To Order—Chi Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Young Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

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" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pal Kwat

" Corned—Ham Chu Yuk

" Leg—Chi Pal

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Young Tau

Shipping.

Shipping.

Arrivals.

Zafro, Br. s.s., 1,510, R. Rodger, 3rd May.—
Mantlat May, Hemp and Tobacco—S. T. & Co.

Yuenang, Br. s.s., 1,128, P. H. Rolfe, 3rd May.—
Manila 1st May, Gen.—J. M. & Co.

Antabula, Br. s.s., 2,527, G. Harding, 3rd May.—
San Francisco and Shanghai 29th April, B. J. & Co.

Glenlogh, Br. s.s., 2,300, W. H. Saddle, 3rd May.—
Rangoon 21st April, and Singapore 28th April, Gen.—Seang Tak Hong.

Thorina, Nor. s.s., 1,091, Jorgensen, 3rd May.—
Bangkok via Swatow 24th April, Rice.—
Kio Tye Lung.

Kulivberg, Ger. s.s., 446, Henk, 3rd May.—
Pakhoi 29th April, and Hoihow 2nd May, Sugar.—J. & Co.

Montrose, Br. s.s., 2,881, R. Glegg, 3rd May.—
Hongkong via May, Coal.—D. & Co. Ltd.

Nubia, Br. s.s., 3,693, F. J. Fox, 4th May.—
Yokohama 26th April, Gen.—P. & O. S. N. Co.

Sado-Maru, Jap. s.s., 6,727, Geo. Anderson, 4th May.—
London and Singapore 28th April, Gen.—N. Y. K.

Quinta, Ger. s.s., 587, F. Frhm, 4th May.—
Newchwang 7th April, and Cheloo 28th, Beans and Gen.—S. & Co.

Helena, Am. gunboat, 1,400, W. W. Buchanan, 4th May.—
Swatow 3rd May.

Samar, Am. gunboat, 150, Ensign Thomas Withers, 4th May.—
Swatow 3rd May.

Haiman, Br. s.s., 610, J. W. Evans, 4th May.—
Swatow 3rd May, Gen.—D. & Co. Ltd.

Wakamatsu, Jap. s.s., 2,878, U. Aikawa, 4th May.—
Wakamatsu 26th April, Coal.—
M. B. K.

Germania, Ger. s.s., 1,713, C. Jurgensen, 4th May.—
Canton 3rd May, Gen.—J. & Co.

Kwanglee, Chi. s.s., 1,468, Froberg, 4th May.—
Canton 3rd May, Gen.—C. M. S. N. Co.

Chunyang, Br. s.s., 1,418, W. E. Sauer, 4th May.—
Canton 3rd May, Coal.—J. M. & Co.

Volvo, Br. s.s., 2,193, Jackson, 4th May.—
Singapore 27th April, Kerosene.—A. P. & Co.

Machew, Ger. s.s., 995, R. G. Zollner, 4th May.—
Bangkok via Swatow 24th April, Rice and Gen.—B. & S.

Providence, Nor. s.s., 693, Petersen, 4th May.—
Saigon 30th April, Rice.—Aagaard, Thoresen & Co.

Bilow, Ger. s.s., 5,213, H. Formes, 4th May.—
Yokohama 24th April, Mails and Gen.—
M. & Co.

Clearances at the Harbour Office.

Victoria, for Haiphong.
Kamoy, for Haiphong.
Haitan, for Swatow.
Tifaw, for Biliton.
Durand, for Saigon.
Arcaha, for Tientsin.
Nubia, for Singapore.
Batman, for Hongchow.
Quinta, for Canton.
Tian, for Manila.
Siberia, for Shanghai.

Departures.

May 4.

Haitan, for Coast Ports.
Lothian, for Calao.
Pakhan, for Shanghai.
Haitan, for Swatow.
Haitan, for Saigon.
Langchow, for Shanghai.
Blanchard, for Canton.
Maheon, for Singapore.
Tian, for Manila.
Tifaw, for Haiphong.
Malakia, for Newchwang.
Durand, for Saigon.
Tifaw, for Macassar.
Victoria, for Haiphong.
Siberia, for San Francisco.

Passengers arrived.

Per *Glenlogh*, from Singapore—1,500 Chinese.

Per *Haitan*, from Swatow—Mr. Litty, and 50 Chinese.

Per *Yuenang*, from Manila—Mr. G. A. Beng, Mr. and Mrs. W. H. Woodhouse, Mrs. Marie H. Peters, 2 children and amah.

Per *Sado-Maru*, from London, &c. for Hongkong—Messrs. A. L. Dwyer, D. S. Nairn, Mr. and Mrs. E. N. King, and Mr. S. Harada. For Kobe—Mr. A. M. Kikuro, Mr. and Mrs. M. Kawaroto, Messrs. A. Yamagata, P. Hous, R. Hagashi, K. Mukai, I. Migamoto, Mrs. T. Migamoto, Mrs. M. Takareg, Messrs. C. Matsumoto and S. Marakawa. For Yokohama—Messrs. B. Ham, H. Nairn, Mr. and Mrs. E. A. Pelcher, and Mr. S. Harada.

Per *Zafro*, from Manila—Messrs. J. C. Wolston, C. D. Derham, C. W. Vilson, Forlong, Mr. and Mrs. Clark, Mr. and Mrs. Matchele, Mr. and Mrs. Ingred, Messrs. J. D. Lamb, C. E. Ruth, Mr. and Mrs. Moir, H. Dang, M. Loving, H. Atbell, Mr. and Mrs. Howlet, Mr. and Mrs. Gilbert, Capt. J. Buxton, Mr. J. Kock, Miss Murray, Mr. J. M. N. Leatham, D. Col, Mr. and Mrs. Russell, Dr. B. Brudall, Mr. W. A. Slown, Mr. and Mrs. Harris, Miss B. Harris, Mr. and Mrs. Stead, Mr. and Mrs. Jackson, Messrs. W. Signer, Pempelle, Mr. and Mrs. McCurray, Mr. Avenant, and 16 Chinese.

Per *Atiyasaki Maru*, from Japan for Hongkong—Mr. K. Kondo, Mr. and Mrs. K. Shirashi and 2 children, Messrs. St. P. King, D. W. Bell, Itoaka and A. E. Rodriguez. For Manila—Mr. W. D. Graham, Mr. and Mrs. J. A. Pond, Miss K. E. Pond, Mrs. Forbes and 2 children, Mrs. J. S. Scott, Messrs. J. Arisawa, T. Yamamoto, T. Takamura, J. Masuda, S. Maruo, K. Kato, and T. Nagaya. For London—Mr. A. A. Graham, Mr. A. Graham, Misses Graham, D. Graham, Masters R. Graham, G. Graham, Mr. and Mrs. A. E. Pearson, and infant, Mr. G. Johnson, Mrs. Lyad, Messrs. I. Ohno, Geo. Somerville, Mr. and Mrs. P. J. Buckland and children, Dr. and Mrs. M. Young, child and infant, Mrs. H. King, a child, Mr. and Master Wm. Washbrook, Miss Daresah, Mr. and Mrs. E. A. Bell, Mrs. M. J. Stout, Mrs. H. Harbue and children, Mrs. E. Headrechen and children. For Antwerp—Mr. and Mrs. Everard and infant. For Singapore—Messrs. M. Sasaki and Mr. G. Muir. For Genoa—Messrs. M. Wakushima, M. Hiohi, Yokada and K. Bato.

Per *Nubia*, from Yokohama for Hongkong—Mr. Melrose, from Yokohama for Singapore—Mr. W. Ryan. For London—Mr. and Mrs. F. J. Hall and child, Misses V. Buch, M. W. Col, Mr. A. Talbot, and Mr. Faribough. For London from Kobe—Mrs. Spence, 2 infants and amah, and Mr. P. H. H. From Shanghai—Mr. and Mrs. Bolcher, Mr. and Mrs. H. Hare, child and infant, Mr. and Mrs. W. Swan, Mr. and Mrs. Nodall, child and amah, Rev. and Mrs. J. Simmon, 3 infants and child, Mrs. J. Wheeler and 2 children, Mrs. W. Boring, 2 children and infant, Mrs. Bering, Mr. Sheppard, 2 infants and amah, Misses Manila, Rodolph and Von Poscher, Messrs. J. Taylor, H. George, Livingstone, W. McDonald, H. Davis and Cowper.

Shipping Reports.

Per *Haitan*, from Swatow—Fine weather & N.W. breeze.

Per *Glenlogh*, from Rangoon via Singapore—Light to fresh N.E. breeze, heavy swell and fine weather throughout.

VESSELS IN PORT.

STAMMERS.

Amigo, Ger. s.s., 771, H. Frandsen, 30th April, Haiphong via Pakhoi and Hoihow 29th April, Gen.—J. & Co.

Bangkok, Ger. s.s., 1,920, F. Nicolaisen, 28th April, Baogkok 14th April, Gen.—Yuen Fat Hong.

Borneo, Ger. s.s., 2,168, F. Sembill, 26th April, Sandakan 21st April, Timber—M. & Co.

Bourbon, Fr. s.s., 97, Le Bail, 1st May, Saigon 27th April, Rice—Man Fat.

Ceylon Maru, Jap. s.s., 3,123, F. L. Fyne, 2nd May, Shanghai 30th April, Flour, Cakes, Coal and Gen.—N. Y. K.

China, Am. s.s., 3,186, D. E. Friele, 1st May, San Francisco 2nd April, Honolulu 9th, Yokohama 21st, Kobe 23rd, Nagasaki 25th, and Shanghai 28th, Mails and Gen.—P. M. S. S. Co.

Denbigh Hall, Br. s.s., 3,211, MacPherson, 25th April, New York 20th Feb., and Dabak 20th Mar., Case Oil—S. O. Co.

Devawongse, Ger. s.s., 1,055, F. Rohwaldt, 28th April, Bangkok and Swatow 17th April, Rice—B. & S.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 16th April, Vancouver, B.C. 25th Mar., and Shanghai 13th, Mails and Gen.—C. P. R. Co.

Frihuf, Nor. s.s., 891, Andersen, 30th April, Saigon 27th April, Rice and Gen.—Aagaard, Thoresen & Co.

Helios, Nor. s.s., 1,500, Knudsen, 2nd May, Swatow 1st May, Ballast.—Aagaard, Thoresen & Co.

Hongkong, Fr. s.s., 730, A. Cornelissen, 1st May, Haiphong and Hoihow 29th April, Gen.—A. R. M.

Japan, Br. s.s., 3,806, J. G. Olfent, 30th April, Moji 25th April, Coal and Gen.—D. S. & Co. Ltd.

Kailong, Br. s.s., 987, C. Lindberg, 3rd May, Cebu and Iloilo 29th April, Gen.—B. & S.

Kamor, Nor. s.s., 949, S. Falch Muns, 2nd May, Haiphong 30th April, Cement—S. T. & Co.

Lighting, Br. s.s., 1,635, A. E. Gentles, 3rd May, Calcutta via Penang and Singapore 27th April, Gen.—D. S. & Co. Ltd.

Luchow, Br. s.s., 1,200, W. Badley, 3rd May, Canton 2nd May, Gen.—B. & S.

Manila, Ger. s.s., 1,790, J. Minssen, 1st May, Sydney 8th April, and Manila 28th May, Gen.—M. & Co.

Mausang, Br. s.s., 1,644, G. S. Weigall, 26th April, Sandakan 20th April, Timber and Gen.—J. M. & Co.

Minnesota, Am. s.s., 13,323, Chas. Austin, 24th April, Seattle via Ports 23th Mar., and Manila 21st April, Gen.—N. Y. K.

Miyazaki Maru, Jap. s.s., 5,270, Wm. Ban-bridge, 3rd May, Yokohama via Kobe and Shanghai 30th April, Gen.—N. Y. K.

Monteagle, Br. s.s., 3,913, S. Robinson, 3rd May, Vancouver 6th April, and Shanghai 30th, Mails and Gen.—C. P. R. Co.

Moyori Maru, Jap. s.s., 2,700, J. C. Richards, 27th April, Bombay and Singapore 20th April, Gen.—N. Y. K.

Paklat, Ger. s.s., 1,018, J. Wenzel, 30th April, Bangkok 21st April, Rice and Gen.—B. & S.

Shantung, Br. s.s., 1,835, Robinson, 24th April, Hongkong 21st April, Coal.—B. & S.

Siam, Br. s.s., 980, Baines, 9th April, Langkat and Singapore 1st April, Case Oil—Mr. G. C. H. H.

Taiyuan, Br. s.s., 1,459, L. Dawson, 25th April, Melbourne and Ports 27th Mar., Gen.—B. & S.

Theresa, Br. s.s., 4,296, J. Barwise, 2nd May, Liverpool via Singapore 27th April, Gen.—B. & S.

V. Sontag, Am. s.s., 585, Garwuben, 13th April, from Manila, Sugar.—Yuen Sheng & Co.

SAILING VESSELS.

Alcides, Br. 4-masted bark, 2,968, L. Smith, 1st May, Kobe 23rd April, Gen.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
P. E. Friedrich	Singapore, J. M. & Co.	May 5	
Denbighshire	Singapore, S. T. & Co.	May 5	
Hoihow	Tientsin, B. & S.	May 5	
Chunyang	Shanghai, B. & S.	May 5	
Singapore	Singapore, J. M. & Co.	May 6	
Capri	Singapore, J. M. & Co.	May 6	
Namania	Moji, P. & O. Co.	May 6	
Tijahit	Macassar, J. C. J. L.	May 6	
Alidam	Sydney, G. L. & Co.	May 7	
Glenhurst	Singapore, McG. & G.	May 7	
Manchuria	Japan, P. M. Co.	May 8	
Poonia	Singapore, P. & O. Co.	May 8	
Toiomi Maru	Moji, N. Y. K.	May 8	
Changsha	Sydney, B. & S.	May 9	
Yeshoi Maru	Singapore, N. Y. K.	May 9	
Polynesian	Singapore, M. M.	May 9	
Nikko Maru	Thursday 1st May, N. Y. K.	May 10	
Lihsang	Calcutta, J. M. & Co.	May 12	
Emp. of India	Vancouver, C. P. R. Co.	May 14	

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

China at Kowloon Dock.

Zafro " "

Y. Soutta " "

H.M.S. Moorhead " "

Ships Passed The Canal.

2nd April—*Constantia*, 6th April—*Wray Castle*, *Sado Maru*, *Nora*, *Palermo*, *Pathan*, 13th April—*Bentley*, *Belmond*, *Genturri*, *Prins Eluit*, *Frederick*, *Prometheus*, *Salatia*, *Soukhou*, *Thesus*, *Tourane*, *Wapahita*, *Poonia*, 16th April—*Klith*, *Nippon*, *Slingo Maru*, *Dardanus*, *Hudson*, *Polynesian*, *Slingo Tamba Maru*, 20th April—*Palawan*, *Glasgow*, 23rd April—*Aitayanas*, *St. Patrick*, *Achilles*, *Antenor*, *Namur*, *Palawan*, *Saxonia*, *Kama Maru*, 23rd April—*Cardiganshire*, *Nero*, 27th April—*Lutou*, *Bismarck*, *Braemar*, *Dorimund*, *Laertes*, *Sithonia*, 30th April—*Sydney*, *Albany*, *Mendana*, *Inaba Maru*, *Kawachi Maru*, *Prins Ludwig*.

Arrivals at Home—2nd April—*Glenavon*, 6th April—*Duvalton*, *Cornwallshire*, *Pak Ling*, 13th April—*Atagana*, *Awa Maru*, *Constantia*, *Spreyvald*, *Sileta*, *Malla*, 16th April—*Lyndhurst*, *Princess Allen*, *Tourane*, *Slavonia*, *Montgomery*, 20th April—*Yaduo*, *Prins Ludwig*, 21st April—*Nava*, 23rd April—*Tamba Maru*, 27th April—*Maedonia*, *Denchich*, *Hadley*, *Andalucia*, *Walpatria*, 30th April—*Klith*, *Nora*.

CHINA COAST METEOROLOGICAL REGISTER.

May 3rd, 1900, a.m.

Vessels	From	Agents	Due
Vladivostok	7 a.m.	29.97	SE 1 b
Nemuro	8 a.m.	30.03	E 4 t
Hakodate	9 a.m.	30.05	SE 1 b
Kochi	10 a.m.	30.03	SE 1 b
Nagasaki	11 a.m.	30.11	SE 1 b
Ragoshima	12 a.m.	30.12	E 2
Oshima	1 a.m.	30.04	E 4
Naha	2 a.m.	30.01	SE 2
Ishigaki	3 a.m.	29.93	E 2
Choshi	4 a.m.	30.12	E 2
Wakatsuki	5 a.m.	29.97	SE 1 b
Hankow	6 a.m.	29.97	SE 1 b
Kiangling	7 a.m.	29.93	SE 1 b
Shanghai	8 a.m.	29.98	SE 1 b
Sharp Peak	9 a.m.	30.01	SE 1 b
Amoy	10 a.m.	29.94	SE 1 b
Swatow	11 a.m.	29.93	SE 1 b
Taiho	12 a.m.	29.93	SE 1 b
Taihu	1 a.m.	29.93	SE 1 b
Taiwan	2 a.m.	29.94	SE 1 b
Pescadore	3 a.m.	29.93	SE 1 b
Hongkong	4 a.m.	29.97	SE 1 b
Victoria Peak	5 a.m.	29.97	SE 1 b
Gap Rock	6 a.m.	29.97	SE 1 b
Macao	7 a.m.	29.97	SE 1 b
Wuchow	8 a.m.	29.97	SE 1 b
Hoihow	9 a.m.	29.97	SE 1 b
Pakhoi	10 a.m.	29.97	SE 1 b
Phu Lien	11 a.m.	29.97	SE 1 b
Tourane	12 a.m.	29.97	SE 1 b
O. St. James	1 a.m.	29.97	SE 1 b
Amoy	2 a.m.	29.97	SE 1 b
Manila	3 a.m.	29.97	SE 1 b
Legaspi	4 a.m.	29.97	SE 1 b
Bracolor	5 a.m.	29.97	SE 1 b
Iloilo	6 a.m.	29.97	SE 1 b
Cebu	7 a.m.	29.97	SE 1 b
Manila	8 a.m.	29.97	SE 1 b
Vladivostok	9 a.m.	29.97	SE 1 b
Nemuro	10 a.m.	29.97	SE 1 b
Hakodate	11 a.m.	29.97	SE 1 b
Kochi	12 a.m.	29.97	SE 1 b
Nagasaki	1 a.m.	29.97	SE 1 b
Oshima	2 a.m.	29.97	SE 1 b
Ishigaki	3 a.m.	29.97	SE 1 b
Choshi	4 a.m.	29.97	SE 1 b
Wakatsuki	5 a.m.	29.97	SE 1 b
Hankow	6 a.m.	29.97	SE 1 b
Kiangling	7 a.m.	29.97	SE 1 b
Shanghai	8 a.m.	29.97	SE 1 b
Sharp Peak	9 a.m.	29.97	SE 1 b
Amoy	10 a.m.	29.97	SE 1 b
Swatow	11 a.m.	29.97	SE 1 b
Taiho	12 a.m.	29.97	SE 1 b
Taihu	1 a.m.	29.97	SE 1 b
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Taiwan	2 a.m.	29.97	SE 1 b
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Hoihow	9 a.m.	29.97	SE 1 b
Pakhoi	10 a.m.	29.97	SE 1 b
Phu Lien	11 a.m.	29.97	SE 1 b
Tourane	12 a.m.	29.97	SE 1 b
O. St. James	1 a.m.	29.97	SE 1 b
Amoy	2 a.m.	29.97	SE 1 b
Manila			

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.				RESERVE.				
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$250,000	\$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$26.024	5 1/2 %	\$950 sales London £89.10
National Bank of China, Limited	99,925	£7	£6	£4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$52
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$233,757 \$411,990 \$125,000	none	\$14 for 1907	7 1/2 %	\$188 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 120,000 Tls. 309,747 Tls. 118,277 \$1,000,000	Tls. 150,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 105
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$109,748 \$105,249 \$681,609	\$2,454,911	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	6 %	\$815 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$254,475 \$199,64	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$235 sales
FIRE INSURANCE.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000 \$438,061 \$28,102	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$106 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$148,773	\$68,711	\$27 for 1907	8 1/2 %	\$340 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906	...	\$112 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$504,638 \$99,007 \$50,000	Nil	24 for year ending 30.6.1908	7 %	\$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$507,500 \$19,423 \$15,344	\$20,279	Final of 12 making \$24 for 1908	8 1/2 %	\$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$10,000 £240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/8 = \$3. 154	4 %	\$51 \$50
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$300,000	Tls. 14,510	Final of Tls. 12 making Tls. 34 for 1908	7 1/2 %	Tls. 51 sales Tls. 53 sales 58/6 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£10,000 \$10,000	£6,817	Second interim of 1/- for a/c 1908	7 %	\$15 buyers \$15
*Star Ferry Company, Limited	10,000	\$10	\$5	\$47,211	\$08	\$1.00 \$0.50 for year ending 10.4.1908	4 1/2 % 3 1/2 %	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 481,479 Tls. 44,133 Tls. 8,000 Tls. 7,000	Tls. 2,215	Final of Tls. 14 making Tls. 24 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$500,000 \$5,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$137
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,821	\$5 for 1897	...	\$16 Tls. 1324
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 105,000	Tls. 1,173	Tls. 34 for year ending 31.8.08	...	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,289	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 172 ex div.
Rub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,871	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$42.9 6	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$50,000 \$26,806 \$40,000	\$50,102	Final of \$14 making \$34 for 1907	...	\$55 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,797	\$187,078	Final of \$4 making \$8 for 1908	10 %	\$79 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 13,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	6 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,600	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 168 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	6 %	Tls. 101 buyers
Antor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$30,000	Dr. 4,232	\$24 for year ending 30.6.07	...	\$101 sales
Central Stores, Limited	50,121	\$14	\$14	\$1,000	\$14,611	\$1.20 on old and 60 cents on first new issue ..	...	\$181 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$648,975 \$1,912	\$295	Final of \$3 making \$6 for 1908	7 1/2 %	\$71 ex a/c. \$249 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$350,000	\$16,475	Final of \$34 making \$7 for 1908	7 %	\$99 buyers
Hampden Estate & Finance Company, Limited	150,000	\$10	\$10	\$21,172	\$5,486	60 cents for 1908	6 1/2 %	\$9 buyers
Keelton Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$14 for 1908	5 %	\$30
Saukhai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,123,045 Tls. 31,000	Tls. 122,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 %	Tls. 118 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Final of \$2 making \$4 for 1908	9 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 5 for year ending 31.10.1908	4 1/2 %	Tls. 123 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$20,000	\$9,553	\$24 for year ending 30.6.07	6 %	\$81 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 91 buyers
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls. 50 for 1906	...	Tls. 410 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£648	1/10 per share for 1907 = 1.337	10 %	\$101
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil	\$1.20 or 1908	10 %	\$121 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$11,138	50 cents for year ending 28.2.06	...	\$5
Do. special shares	50,000	\$1	\$1	none	\$1,138	80 cents for 1908	8 1/2 %	\$94 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10,000 \$10,000	\$2,407	\$1.30 for year ending 31.7.08	7 %	\$17 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$8,000	\$48	Final of 50 cents making 90 cents for 1908 ..	10 1/2 %	\$8.90 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	\$3,755	75 cents for 9 months ending 31.12.07	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$251	\$2 for year ending 28.2.08	8 1/2 %	\$23 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$185,000	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.09 ..	6 1/2 %	\$184 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	Final of \$15 per share making \$19 for 1908 ..	12 1/2 %	\$155 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$24
Hongkong Rops Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$8,290	1st Quarterly div. of Tls. 22 1/2 for account 1909	4 1/2 %	Tls. 1,005 b.
Maatschappij tot Mijde, Bosch- en Landbouw- plaatje in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 47,500 Tls. 65,911	Tls. 16,482	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000	\$7,471	None	4 %	\$8
Peak Tramways Company (new)	25,000	\$10	\$10	none	Pa. 18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 115 sellers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	Final of Tls. 5 making Tls. 8 for 1908	6 %	Tls. 1324 s.
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of 3/- making 46/- for 1908	...	\$24
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 22,820 Tls. 75,000	Tls. 5,250	None	7 1/2 %	\$5
Shanghai Waterworks Company, Limited	16,310	£20	£20	Tls. 220,000	Tls. 23,038	Tls. 64 for year ending 30.4.07	5 %	Tls. 94 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	60 cents for year ending 31.12.08	6 1/2 %	\$104 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$136	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	Interim of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$21 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$35,000	\$1,360			
United Asbestos Oriental Agency, Limited	20,000	\$10	\$10	\$30,000 \$25,000	\$6,438			
Watson, (A. S.) & Co., Limited	70,000	\$10	\$10	none	\$3.95			
William Powell, Limited	25,000	\$7	\$7	none				

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

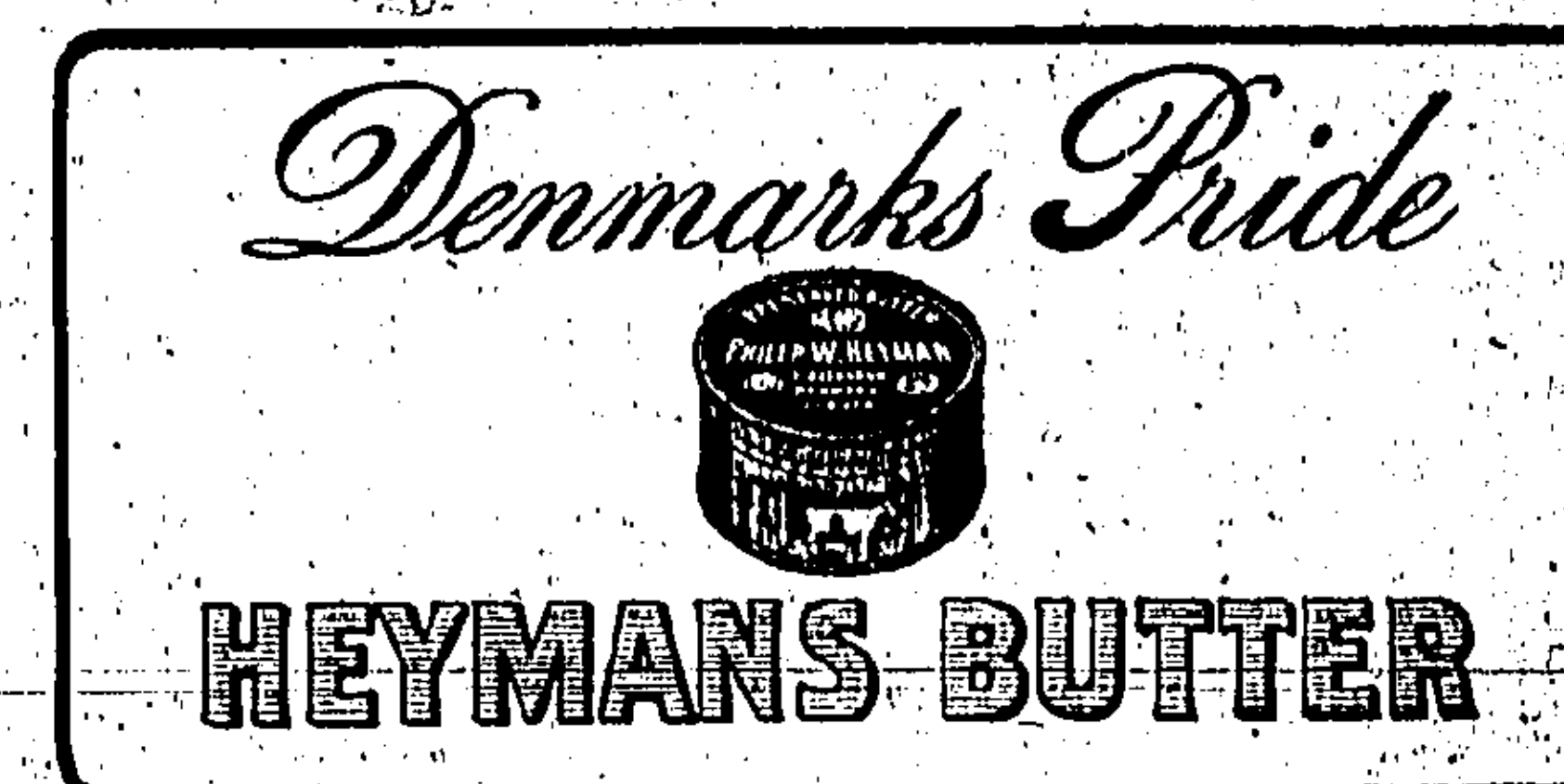
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

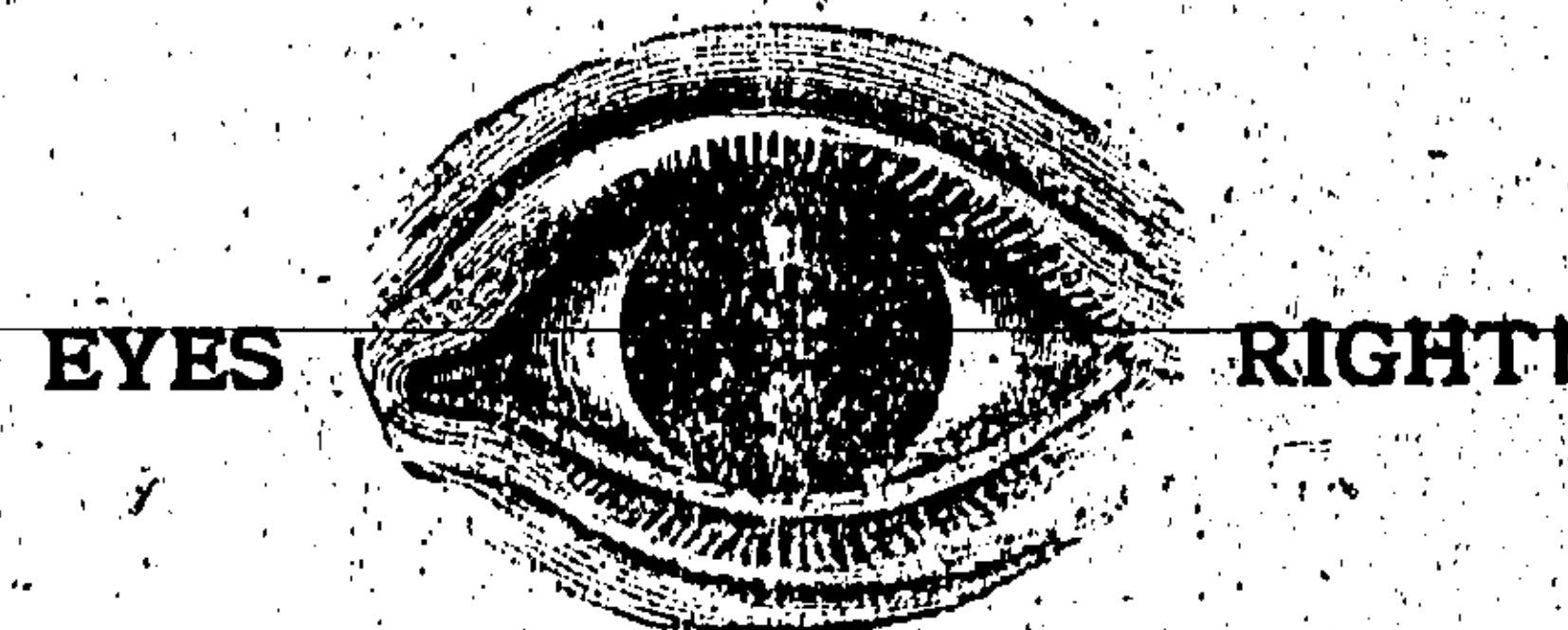
BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

[858]



N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanking Road
Hongkong, 21th March 1909.PEAK-TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 10.00 a.m. ... Every 15 minutes
10.00 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days.
SATURDAY.
Extra cars at 5.15 p.m., 11.30 p.m. and
11.45 p.m.

**SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.**
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 a.m. and 4 p.m.
daily, Sunday excepted, to receive and deliver
perishable goods.G. K. HAXTON,
Manager.

Hongkong, 5th January, 1909. [50]

THE DRAPERY
EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLESCLOTHING, FANCY GOODS
and TOYS

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season.
Gentlemen's and Children's.HATS, BONNETS, (Hat Flowers), RIB-
BONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRT-
INGS, ALPACAS, HOSIERY,
ENGLISH and AMERICAN FOOT-
WEARS, &c., &c.Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 10th April, 1909.